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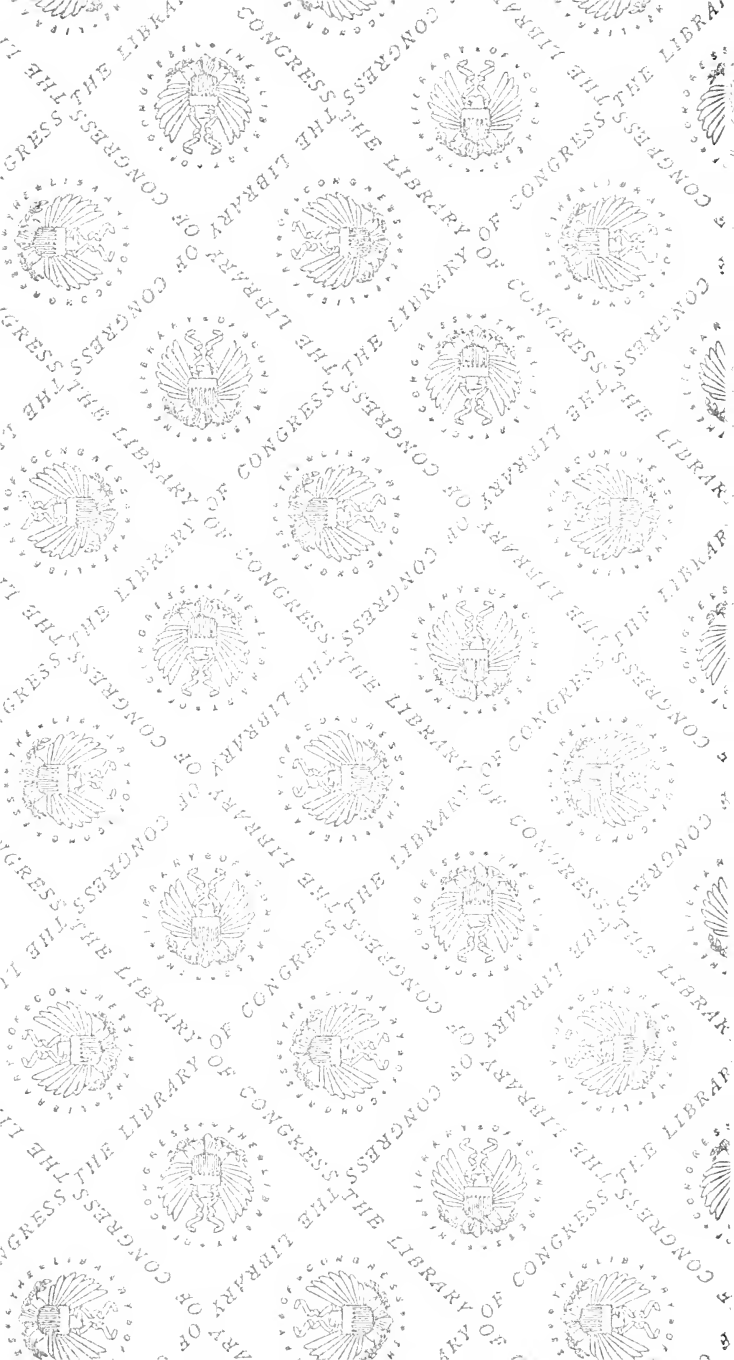
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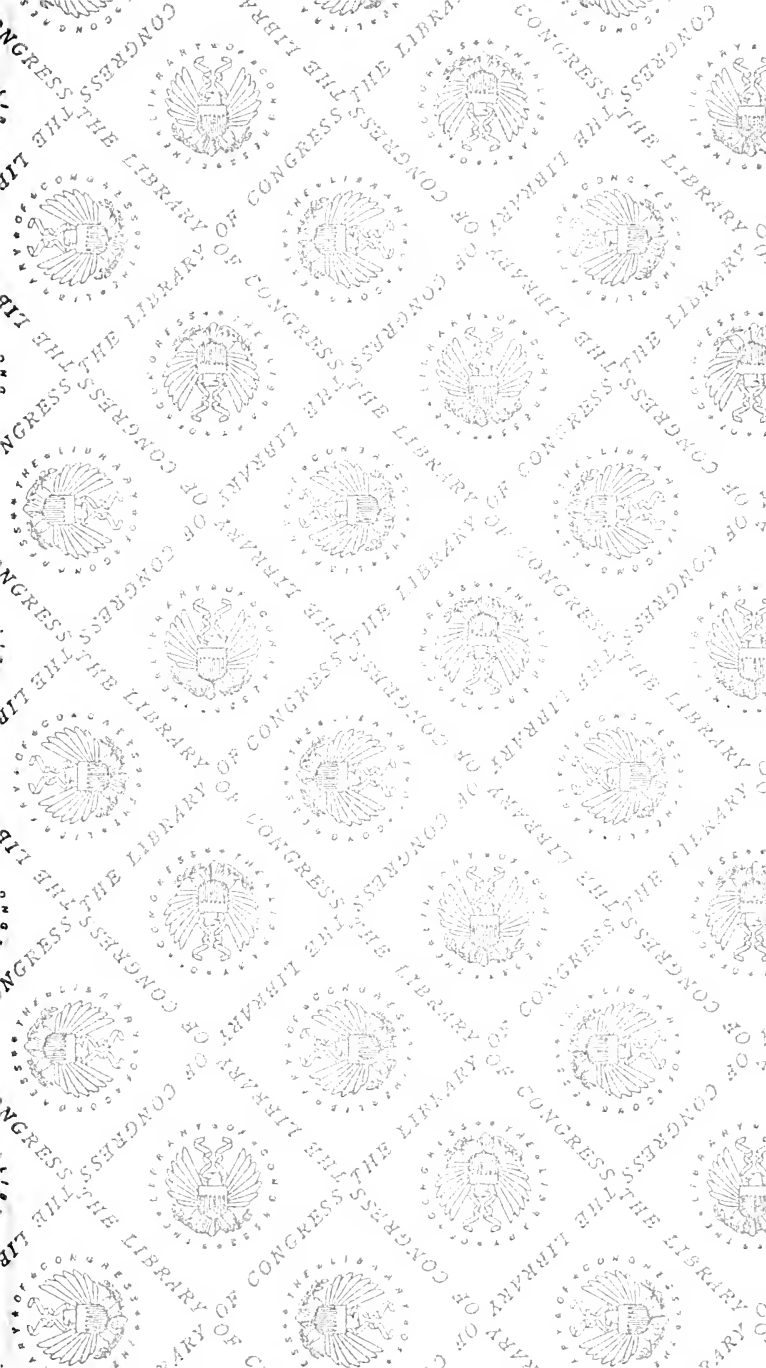
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GUIDE - BOOK

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Thousand Island House,

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ALEXANDRIA BAY, N. Y.

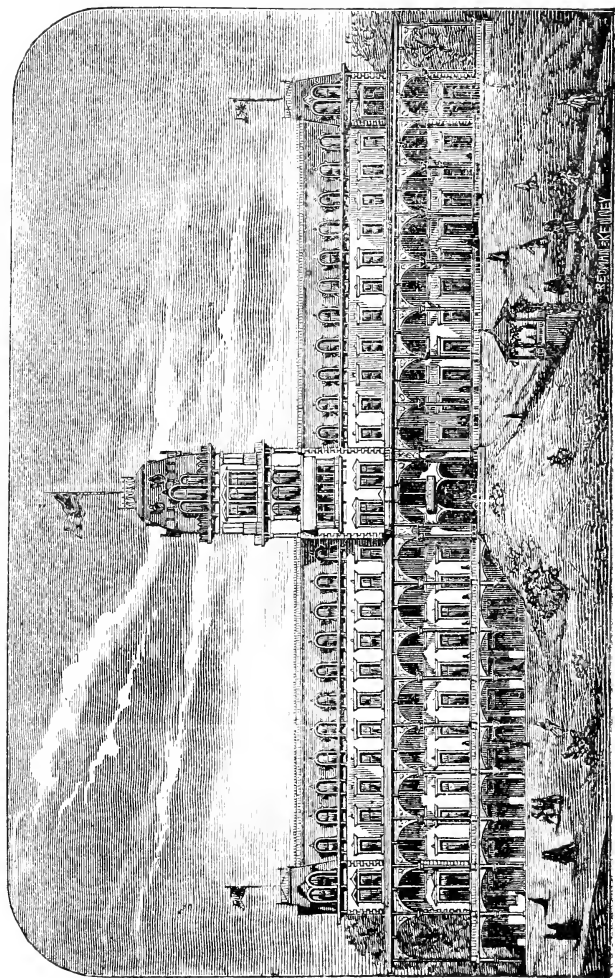
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THOUSAND ISLAND HOUSE, ALEXANDRIA BAY, N. Y.



ALEXANDRIA BAY

AND THE

Thousand Islands.

— A —

SUMMER RESORT

— FOR —

PLEASURE SEEKERS.



5 WATERTOWN, N. Y.:

POST JOB PRINTING ESTABLISHMENT.

1874.

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ALEXANDRIA BAY

—A N D—

THE THOUSAND ISLANDS.

THE SUMMER HEGIRA.

With each return of our sultry summers commences the movements of city and village residents towards the numerous watering-places and rural resorts of seaboard and interior. This change, if it be in the right direction, affords an exquisite relief from poisonous air and business cares, which, once experienced, it is not easy afterward to forego. To thousands it is the joy and health harvest of the year. But thousands more, not having learned the art of selection, fail to find what they seek, and return to their homes dispirited and dissatisfied. Often they have merely followed in the wake of a fashionable crowd without having taken the pains to discover where they might be sure of cool, fresh air, pure water, and a round of amusements that would not become tiresome.

It is our present business to point out one spot where all the essential requisites for a delightful summer vacation may be found in profusion.

THE RIVER ST. LAWRENCE.

It is doubtful if any American river presents so many attractions for the enthusiastic lover of nature as this magnificent river of the Thousand Islands, which constitutes the outlet of our great lakes and links them to the Atlantic ocean. The perpetual purity of its water, gathered from all those lakes, its wide and powerful current sweeping oceanward between picturesque banks and around not less picturesque islands, its puffing steamboats and immense lumber rafts, its sail craft and

fishing boats, its abundance of fish and game, all associated with many curious Indian traditions and interesting historical events, combine to make it peculiarly the river of rivers.

THE THOUSAND ISLANDS.

The most attractive portion of the St. Lawrence is that which includes the so-called Thousand Islands, numbering in reality about 1800. The following extract from Weld's journal of 1799 is one of the earliest known descriptions of these islands, and cannot easily be improved.

WELD'S DESCRIPTION OF THE THOUSAND ISLANDS.

"About 8 o'clock the next, and eighth morning of our voyage, we entered the last lake before you come to that of Ontario, called the Lake of a Thousand Islands, on account of the multiplicity of them which it contains. Many of these islands are scarcely larger than a bateau, and none of them, except such as are situated at the upper and lower extremities of the lake, appeared to me to contain more than fifteen English acres each. They are all covered with wood, even to the very smallest. The trees on these last are stunted in their growth, but the larger islands produce as fine timber as is to be found on the main shores of the lake. Many of these islands are situated so closely together that it would be easy to throw a pebble from one to the other, notwithstanding which circumstance the passage between them is perfectly safe and commodious for bateaux, and between some of them that are even thus close to each other is water sufficient for a frigate. The water is uncommonly clear as it is in every part of the river, from Lake St. Francis upwards; between that lake and the Utawas river downwards it is discolored, as I have before observed, by passing over beds of marl. The shores of all these islands under our notice are rocky; most of them rise very boldly, and some exhibit perpendicular masses of rock towards the water, upwards of twenty feet high. The scenery presented to view in sailing between these islands is beautiful in the highest degree. Sometimes, after passing through a narrow strait, you find yourself in a basin, land-locked on every side, that appears to have no communication with the lake

except by the passage through which you entered; you are looking, perhaps, for an outlet to enable you to proceed, thinking at last to see some little channel which will just admit your bateau, when on a sudden an expanded sheet of water opens upon you, whose boundary is the horizon alone; again in a few minutes you find yourself land-locked, and again a spacious passage as suddenly presents itself; at other times, when in the middle of one of these basins, between a cluster of islands, a dozen different channels, like so many noble rivers, meet the eye, perhaps equally unexpectedly, and on each side the islands appear regularly retiring till they sink from sight in the distance. Every minute during the passage of this lake the prospect varies. The numerous Indian hunting encampments on the different islands, with the smoke of their fires rising up between the trees, added considerably to the beauty of the scenery as we passed it. The Lake of a thousand Isles is twenty-five miles in length, and about six in breadth."

THEN AND NOW.

Omit the Indian hunting encampments and the appearance of this "Lake of the Islands" (as the island section of the widened river is termed in the foregoing description,) has changed but little since Mr. Weld wrote his journal. Only Wells' island, (much the largest of all,) and two or three others are under cultivation. Wells' island is about ten miles in length and contains 8,000 acres. Near and around it are thickly clustered very many of the smaller islands. With the exception of an occasional bare rock which rises in gray, grim contrast to its leafy sisters, these islands are all covered with various kinds of trees and bushes, deciduous and evergreen.

ALEXANDRIA BAY.

The village of Alexandria Bay, overlooking the river and a little bay, with a population of about 500, is the natural point of departure to the islands, a thousand of which are within five or six miles of the place, and hundreds in near proximity to it, dividing the river into a multitude of winding channels, small and large, and moulding it into tiny bays and coves, affording romantic retreats which are the delight of boating

parties. Wells' island terminates about two miles below. Hart's island, directly opposite, and very near to the village, is said to be the spot where Thomas Moore, the Irish poet, wrote early in the century his famous

CANADIAN BOAT SONG.

Faintly, as tolls the evening chime,
Our voices keep tune, and our oars keep time;
Soon as the woods on shore look dim,
We'll sing at St. Ann's our parting hymn.
Row, brothers, row, the stream runs fast,
The rapids are near and the daylight's past.

Why should we yet our sails unfurl?
There is not a breath the blue wave to curl!
But, when the wind blows off the shore,
Oh! sweetly we'll rest on our weary oar.
Blow, breezes, blow, the stream runs fast,
The rapids are near and the daylight's past!

Utawa's tide! this trembling moon,
Shall see us float over thy surges soon:
Saint of this green isle! hear our prayers,
Oh! grant us cool heavens and favoring airs.
Blow, breezes, blow, the stream runs fast,
The rapids are near and the daylight's past!

PAST AND FUTURE OF THE BAY.

Because of its charming location and easy accessibility to the most bewitching beauties and best fishing grounds of the Thousand Isles, Alexandria Bay is to be one of the favorite resorts of the summer seekers after health and recreation. It would have been so long ago if its attractions had been properly advertised, and hotel accommodations had not been lacking—hindrances which will not exist hereafter. For almost half a century it has had from year to year a few appreciative and distinguished visitors who, intentionally or by accident, had discovered that they could here find rustic pleasures and medicinal virtues which they could find nowhere else, including the delicious excitement of pulling from the river more fish in a day than would suffice them as steady diet for a year.

SOME OF THE OLD VISITORS.

Twenty or more years ago, John Van Buren, Silas Wright, Frank Blair and Preston King, were fond of shaking hands at

the Bay each fishing season, with the double purpose in their wise heads of catching fish and fixing up political slates for the approaching campaign. It is stated that as "Prince John" was hauling in an uncommonly big bass one day, he informed Silas and the rest that he had got the Democratic hook in the mouth of the Whig party, and just as sure as he laid out that bass in the bottom of that boat, would the Whigs be laid out to die at the next election. The bass was landed, and the Whigs were defeated. Gov. Seward, Martin Van Buren, Geo. B. Warren and the Rev. Geo. W. Bethune were regular visitors at the Bay about 1843 and afterwards. It was through the instrumentality of Dr. Bethune that the "Church of a Thousand Isles," a stone structure, was built in the village, and opened up for worship in 1851. Gen. Dick Taylor, late of the rebel army, and a son of the ex-President, was also one of the early visitors, as were several others whose names have become historical.

ISLAND SALES.

Many years ago Messrs. Cornwall & Walton, leading merchants and shippers at the Bay, had the foresight and enterprise to purchase all the American islands except Wells, from near Clayton, fifteen miles above, to Brockville, twenty-four miles below. Time has shown that they fell into the right hands. A few years ago George M. Pullman, of palace car fame, purchased one of the most beautiful of the islands, located near and in full view of the village. Other sales followed, the most of them occurring within the last two years, at prices almost nominal, but with the important proviso that buildings should be erected by the purchasers within one or two years. A dozen or more of these island residences have been built, and to these many more will be added the present season. Messrs. Cornwall & Walton have furnished us with the following list of islands sold, with names of owners, etc:

NAMES OF ISLANDS AND OWNERS.

ISLANDS.	ACRES.	OWNERS.
<i>Manhattan</i>	3.....	{ Edward Schell, New York. James C. Spencer, New York.
<i>Deshler</i>	15.....	Wm. G. Deshler, Columbus, O.

<i>Steamboat</i>	6.....	{ S. B. Upham, Watertown, N. Y. Geo. B. Phelps, Watertown, N. Y.
<i>Deer</i>	25.....	S. Miller, Rochester, N. Y.
<i>Pratt & Juffs</i> ..	3.....	Sisson & Fox, Alexandria Bay, N. Y.
<i>Brown's</i>	10.....	" " "
<i>Pleasant</i>	3.....	" " "
<i>Pullman's</i>	1.....	Geo. M. Pullman, Chicago, Ill.
<i>Friendly</i>	3.....	{ A. B. Parker, New York. Abner Mellen, Jr., New York.
<i>Cherry</i>	10...	Geo. Rockwell, Alexandria Bay, N. Y.
<i>Knobby</i>	2.....	{ H. R. Heath, New York. C. S. Goodwin, Oneida, N. Y.
<i>Pope's</i>	3.....	S. G. Pope, Ogdensburg, N. Y.
<i>Titusville</i>	2	{ Abraham Smith, Titusville, Pa. J. J. Holden, " " W. W. Thompson, " " B. G. Hinckley, " " B. W. Hurd, " " C. W. Isham, " " J. W. Bloss, " " W. W. Bloss, " " E. K. Green, " "
<i>Proctor</i>	1.....	Edwin R. Proctor, Cincinnati, O.
<i>Maple</i>	3.....	Mrs. Charlotte Kip, Buffalo, N. Y.
<i>Netts</i>	1/2.....	E. A. Kollmyn, Brooklyn, N. Y.
<i>Summer Land</i> ..	10:....	{ Rev. J. M. Pullman, New York. Almond Gunnison, Brooklyn, N. Y. Richard Fisk, Grand Rapids, Mich.
<i>Isle Imperial</i> ...	1/4.....	Jas. McNaughton, Ogdensburg, N. Y.
<i>Maud</i>	1/4.....	F. B. A. Lewis, Watertown, N. Y.
<i>Elephant Rock</i> ..	1/4.....	T. C. Chittenden, Watertown, N. Y.
<i>Free and Easy</i> ..	1.....	{ G. Bradford, Watertown, N. Y. I. P. Powers, " " R. H. Hall, " " S. T. Bordwell, " "
<i>Arcadia and Ina</i> .	2.....	S. A. Briggs, Chicago, Ill.
<i>Sport</i>	1.....	Mauch Chunk, Pa.
<i>Kit Grafton</i>	1/4.....	Kit Grafton, Watertown, N. Y.
<i>Island Many</i>	2.....	{ W. L. Palmer, Watertown, N. Y. James M. Browner, St. Louis, Mo.
<i>Little Charm</i> ...	1/4.....	F. L. Walton, Alexandria Bay, N. Y.
<i>Frost</i>	2.....	Sarah Libbie Frost, Watertown, N. Y.
<i>Resort</i>	3.....	Pioneer Club, Watertown, N. Y.
<i>Excelsior Group</i>	5.....	Charles S. Goodwin, Oneida, N. Y.
<i>Devil's Oven</i>	1/4.....	Henry R. Peath, New York.

<i>Sylvan and Moss</i> 3	{ S. T. Woolworth, Watertown, N. Y. O. G. Staples, " "
<i>Cuba and Story</i> 5	W. E. Story, Buffalo, N. Y.
<i>Little Angell</i> $\frac{1}{2}$	Wm. A. Angell, Chicago, Ill.
<i>Warner's</i> $\frac{1}{2}$	Hulburt H. Warner, Rochester, N. Y.
<i>Island Home</i> 1	S. D. Hungerford, Adams, N. Y.
<i>Sunny Side</i> 1	Mrs. Emily Moak, Watertown, N. Y.
<i>Wild Rose</i> 1	Mrs. W. W. Herrick, Watertown, N. Y.
— $\frac{1}{4}$	Mrs. F. Hammerkin, Syracuse, N. Y.
<i>Harmony</i> $\frac{1}{4}$	Mrs. Cecelia Berger, Syracuse, N. Y.
<i>Wynnstay</i> 1	Mrs. Sarah S. Wynn, Watertown.
<i>Toney</i> 1	Anthony T. E. Mullen, Watertown.
<i>Alice Isle</i> 2	John George Hill, Brooklyn, N. Y.
<i>Sunbeam Group</i> 1	{ Charles E. Alling, Rochester, N. Y. Florence Sheffer, " "
<i>Walton</i> 2	"Watertown Club," Watertown, N. Y.
<i>2 Isl's in Eel Bay</i> 2	E. L. Sargent, Watertown, N. Y.
<i>Long Branch</i> 10	Mrs. Chas. E. Clark, Watertown, N. Y.
<i>Nigger</i> 3	Edward Robbins, Mullet Creek, N. Y.
<i>Ella</i> $\frac{1}{4}$	R. E. Hungerford, Watertown, N. Y.
<i>Lookout</i> 2	Thomas H. Borden, New York.
— 3	D. C. Grinnell, Brooklyn, N. Y.
<i>Picnic</i> 2	Douglass Miller, New Haven, Conn.
<i>Hart's</i> 5	E. K. Hart, Albion, N. Y.

POINTS SOLD.

Besides the islands of the list, the following capes or points have been sold for summer residences: One half a mile below the village, to Mr. Anthony, of New York; one, one and a half miles below, to Richard Hungerford, of Watertown; one to Huntington and Grinnell, of Adams, and one to George W. Bond and others, of Adams, both opposite the village; two points half a mile above, to parties in Cleveland, Ohio; one point, with twenty-five acres of land, two miles above, to D. C. Grinnell, of Brooklyn; one, one mile above, to H. R. Pomeroy, of Auburn.

UNSOLD.

Messrs. Cornwall & Walton have a few more desirable islands and points near the Bay for sale, nearly all of which will probably be picked up by eager purchasers before the commencement of 1875.

COTTAGES.

Cottages have been built on the following islands: Manhattan, Deshler, Pullman, Cherry, Pope, Hart, Summer Land, Maud, Arcadia, Sport, and Island Many. Pullman and Summer Land have each two houses. Probably the finest of these island residences is the one built last season by Hon. E. K. Hart, of Albion. It is a Swiss cottage, 60 by 70 feet, with a tower rising 85 feet above the level of the river, and cost about \$12,000. Of Mr. Pullman's structure we shall have something to say hereafter. Manhattan island was formerly owned by Seth Green, the celebrated fish breeder, of Rochester. Mr. Green sold it to the Americus Club of New York, which lost its vitality as an organization with the downfall of the Tammany ring, and the island passed into the hands of the two present owners, Schell and Spencer. Their building was erected by Mr. Green, but they have enlarged and improved it, and christened it the "Iroquois Lodge." Messrs. Heath and Goodwin are to put up a much larger and finer building on their beautiful Knobby island. The Pioneer Club, the proprietors of Free and Easy, and several others have already commenced preparations to build, and before the close of the season of 1874, there will be over 50 of these island residences, where families and clubs and friendly parties will enjoy scenery, society, lodging and good living in connection with the boating and sporting delights of the bountiful and wonderful river. Others will find agreeable accommodations in the hotels of the village and especially in the new Thousand Island House, sharing meanwhile the fishing, floating, feasting, feteing and fun of the joyful islanders. It should be stated in this connection that Mr. Grinnell, of Brooklyn, intends to construct a dozen or more cottages and a race course on his 25 acres, mentioned in the list of purchases.

MR. PULLMAN AND HIS ISLAND.

Here it is proper to speak more in detail of Mr. George M. Pullman and his Pullman island, as he has been the real leader in these island purchases and improvements, and has done more than almost all others to bring to the knowledge of the public the abounding attractions of the locality. Mr. Pullman

bought his island, (which is thickly wooded and one of the most beautiful of all,) of Messrs. Cornwall & Walton in 1864. Having prepared the way by the construction of a building, dock and small steam yacht, he commenced entertaining himself, family and invited guests in princely style in the summer of 1871. This was one cause of the rapid increase of visitors at the Bay that year, who came in such numbers as to astonish the villagers and overflow the two small hotels. But not until 1872 did the village see clearly its manifest destiny as a popular resort.

THE RUSH OF 1872

Then it suddenly found itself inundated by such a rush of eager pleasure-seekers as it had never dared to anticipate. The hotels was packed, and every available sleeping-room of the place were occupied. Very uncomfortable lodgings were cheerfully occupied for the purpose of being near those charming islands. Men, women and children slept in the private houses and walked thence to the hotels for their meals. There was no room for more. So some went over to the unoccupied islands and lived in tents; others came, paused and went sadly away; while hundreds telegraphed, and received answer to keep away. There were two prominent contributing causes for this unexpected increase of visitors.

AN EDITORIAL EXCURSION.

One of these causes was a steamboat excursion in June, of the New York Editorial Association, accompanied by about fifty Southern editors, among the Thousand Islands, and terminating in a splendid lunch which was given them under the inviting trees of Pullman island. Here they feasted and made speeches; tasted a little of the pleasures of riding in the fishing boats and pulling in a few bass and pickerel; talked in superlatives about the air, the water and the scenery; then went home and told their subscribers all about it.

PRESIDENT GRANT'S VISIT.

But the climax of events of '72 for the people of the Bay, was the coming of President Grant and party in August as the guests of Mr. Pullman. The following are the names of those

who made Pullman island their home and enjoyed the splendid hospitality of its munificent proprietor during the stay of the President:

George M. Pullman and family,
President U. S. Grant,
Mrs. U. S. Grant,
Lient. Fred Grant,
Jessie Grant,
Lient. Gen. Phil Sheridan, U. S. A.
Gen. Starring, U. S. A.,
Misses Nellie and Jennie Stewart,
C. W. Angell,

Miss Dunlevy,
Miss Foster,
John Clark,
Mrs. Sawyer,
Mr. and Mrs. McGinnis,
Mr. Stewart Clark,
Fred Sawyer,
Miss Whiton,
W. A. Angell.

PULLMAN ENTERTAINMENTS.

The President and party remained eight days, Gen. Sheridan two weeks, and Mr. Pullman and family about four weeks. In addition to the convenient and comfortable old building near the water, Mr. Pullman had caused to be erected on the highest point of the island early in the season, an unique structure similar in style to a Hudson river steamboat, with sleeping-rooms opening into central saloons. Without are verandahs overlooking the river channels, and above a tower of observation. This building was the lodging and lounging place for the guests, and the old building became dining-room, store-room and kitchen, where the delicacies of the season were prepared by skillful cooks. Furniture and utensils had been brought to Cape Vincent in one of the Pullman Palace cars, and thence by boat to the island. At night four locomotive headlights shone landward from different points near the water, illuminating the whole island. The little Pullman yacht steamed to and fro, as required, and a small cannon pealed welcomes to passing boats. There were two grand evening masquerades under the trees by the water during the Presidential stay, which were attended by thousands from the islands, village and surrounding country. These entertainments were invested with a kind of oriental splendor by brightly-lighted gondolas on the river, and hundreds of many-colored Chinese lanterns suspended from the trees and over the out-door dancing floor. On other evenings out-door charades and dances alternated. During the day the fishing boats and steam yachts were kept in motion. Each Sunday religious services were held on the island for all who chose to attend, the Rev. James Pullman

and others officiating. At length the men of power and titles, with their ladies, went away; and at length Mr. Pullman stripped his island houses of their furniture, sent it to his car, and went away also, but to come again the next season and revive the superb entertaining which had afforded so much pleasure to so many.

THE PRESIDENT WANTS AN ISLAND.

President Grant found his stay among the islands so agreeable, that he selected Friendly island, owned by Messrs. Parker and Mellen, as one which he desired to purchase. The bargain was not consummated, but it is said he will become the possessor of some one of the islands this season, and have a cottage erected thereon.

THE FISHING.

There are no better trolling grounds for black bass, pickerel and muscalonge than those among the island groups about Alexandria Bay. Even on very windy days the boats go out and find good fishing on the lee side of the islands. The bass fishing is best from the 15th of July to September. The muscalonge period is between May 15th and July, although this most delicious of all fresh water fish is often caught later. Pickerel are caught all the season, that is, from early summer until the middle of autumn. Some of the muscalonge weigh 40 and 50 pounds, pickerel sometimes 15 and 20 pounds, bass 5 or 6 pounds. The pickerel and muscalonge are caught with spoon hooks; black bass usually with what are called fly-hooks, the fly being made of the feathers of a water fowl. Often fifteen or twenty of these fly-hooks are attached to a single line, and five or six bass are sometimes pulled in at once. Every desirable kind of hook can be procured of Mr. Thompson, at the Bay, who manufactures them in large quantities.

BOATS AND BOATMEN.

Of fishing boats and experienced boatmen there is a good supply at the Bay, and the number will be largely increased. This season there will be about 300 boats at the disposal of visitors, many of which can be hired with or without boatmen. A boat and boatman may be obtained for \$2 or \$3 a day. It is

better for strangers to have the boatman, no matter how experienced oarsmen they may be; for he knows all the ins and outs of the channels and islands, and the best trolling places, weather, time and kind of fish desired all being considered. He also furnishes a supply of fishing tackle, and cooks the fish in most appetizing style when the dinner hour arrives.

Three in a boat is the correct number, as more renders the trolling inconvenient. Ladies become enthusiastic lovers of the exciting sport after one or two trials, and often prove the most successful fishers. Their desire to hook one of the monster muscalonge is always ardent, and when they succeed in this they become the heroines of the day. Some of the largest muscalonge caught last season were by ladies.

THE RIVER APPETITE.

The exercise of fishing and the river air create quickly a craving appetite, which causes the out-door feasts to be immensely enjoyed, and astonishing quantities of food to disappear. Fastidious ladies, dainty epicures and invalids are surprised to find themselves wanting five or six substantial meals a day when making their lengthy excursions along the islands

MISCELLANEOUS.

The island called Devil's Oven is named from a curious cave into which a boat may be rowed from the river. From the summit of Bluff island, two miles below the Bay, 80 other neighboring islands can be separated by the eye and counted. Fiddler's Elbow, on the Canada side of Wells' island, is the locality of a large and very beautiful cluster of small islands, and a favorite fishing resort. The "Lake of the Island" is a picturesque sheet of water in Wells' island, with an inlet from the Canadian channel and an outlet at the extreme end of the island. It abounds in fish, game and scenic beauties. This lake, Goose Bay three miles below the village, Eel's Bay at the head of Wells' island, and Halstead's Bay on the Canada side, are all fine fishing grounds, and in the spring and autumn are frequented by large flocks of wild geese and duck for the hunters. A few miles south and southeast of the village are several beautiful lakes, also abounding in fish and game, which may be visited on the way to or from the Bay by those who take the Theresa route.

A SCRAP OF HISTORY.

Among other spots of interest which the boatmen of the islands will point out is one at Wells' island, where the British steamer Sir Robert Peel was burned during the Patriot war, on the night of May 29, 1838. She was a new boat, 160 feet long and 30 feet beam, and was on her way from Prescott to Toronto with 19 passengers. She stopped at Wells' island at midnight for the purpose of taking on wood, when a company of 22 armed men disguised and painted like savages, rushed on board, drove the crew and passengers to the shore, some of them in their night clothes, cast off the steamer into the channel, and finally fired her in several places and left her to her fate. It is said to have been the intention at first of those who took part in this proceeding to save the boat, with her aid capture the steamer Great Britain, and cruise with the two steamers on Lake Ontario to transport troops and supplies for the Patriot service. The leader of the 22 men was a famous character named Bill Johnson, who had been employed as a spy against Great Britain during the war of 1812. For a long time he concealed himself among the islands, where he was unsuccessfully hunted by the indignant Canadians, eluding all their efforts and well-contrived plots for his capture. In the meantime his daughter, a young woman of extraordinary courage and endurance, conveyed for him provisions and comforts by night in a small boat to his hiding places.

THE THOUSAND ISLAND HOUSE.

Last year the lack of good and sufficient hotel accommodations at Alexandria Bay and the promising future of the place as a summer resort, attracted the attention of two enterprising gentlemen of Watertown, Messrs. O. G. Staples and C. A. Nott, who, after proper consideration, resolved to prepare for the coming and future seasons of visitors on a magnificent scale. To aid them in their important undertaking, Messrs. Cornwall and Walton generously presented them with an admirable site for a hotel, to which additions were made by purchase, and the projectors went to work. The building rose with magical rapidity, and it soon became apparent that their promise to have it completed and furnished, ready for guests by the com-

mencement of the next fishing season, would be fulfilled. This "Thousand Island House," as it is called, which will hereafter give luxurious accommodations to those who go to the islands, commands the finest views of the river in both directions, and most of the favorite islands and island groups may be seen from its lofty tower. It was named by Gen. S. D. Hungerford, banker at Adams, who has also presented the proprietors with a beautiful set of colors for the building.

DIMENSIONS.

The main building is 274 feet long and 50 feet wide; the eastern portion is five stories high and the western four stories, this difference being occasioned by the uneven lay of the rock on which it is erected. From the center of the main part a wing of the same height, 40 feet wide, extends back 100 feet. A tower 24 by 27 feet rises 140 feet above the foundation. Under the east end is a natural cellar in the solid rock, 150 feet long.

EXTERIOR FEATURES.

The hotel is built on the rock, which slopes from its front to the river and steamboat landing, only three rods distant. Opposite the main entrance and tower a fountain is to be in constant play. A verandah 13 feet wide shadows the first and second stories along the front and ends, the entire length being 374 feet. The office and connecting rooms of the east end also have a verandah, as shown in the engraving. Balconies ornament the tower, affording the guests opportunities to extend their views at pleasure along and across the river. This tower, and a Mansard roof with arched windows, give to the upper part a most elegant appearance, and harmonize pleasingly with the rest of the structure. The name of the hotel is prominently presented in letters of colored slate between the arched windows of the roof.

FIRST FLOOR.

On this floor, constituting the east end story before mentioned, are the office, reception and reading rooms, bar-room, billiard room with six tables, telegraph office, barber shop and wash-room, the whole being 100 by 50 feet. The office is furnished with one of Diebold & Kienzle's Canton, Ohio,

largest and best safes, containing boxes for the use of the guests. On the door is scroll-work showing a handsome picture of the hotel.

SECOND FLOOR.

Here are the grand hall from the entrance, two reception rooms, the largest being 40 by 50 feet, a private dining-room, parlors, bedrooms and bath-rooms, a hall 10 feet wide extending from end to end and opening on the verandah, and in the wing the public dining-room 100 by 40 feet and 20 feet high. This dining-room has an arched ceiling and no pillars, a ventilator, and a gallery for music over the front end. It is furnished with 36 tables, and connected with it is a kitchen supplied with the most approved modern appliances for cooking, including one of Brumhall, Dean & Co.'s celebrated French ranges.

THE OTHER FLOORS.

Each of the other floors is partitioned into parlors and comfortable rooms for guests, with halls, bath-rooms and water-closets.

WATER.

The building is furnished throughout with water-pipes, which are supplied from a tank in the tower, where the water is forced from the river by steam machinery.

LIGHT.

It is brilliantly lighted with gas manufactured by the Maxium patent gas machine, which supplies illuminating gas of the purest quality.

A GRAND PROMENADE.

The verandah connecting with the long hall of the first floor, gives a promenade 624 feet in length, the verandah portion being 374 feet and the hall 250 feet.

CONSTRUCTION MATERIAL.

The following statements will give a clearer idea of the great size of the Thousand Island House: The amount of coarse lumber entering into its construction is 450,000 feet, and of pine lumber 450,000 feet. It also swallows up 700,000 lath, and

about four tons of iron supporting rods. There is a hint of the cost of furnishing in the fact that for all the floors about three acres of carpeting are required.

BELLS.

Wire to the extent of seven miles is used in hanging the bells, connected with a patent electric annunciator in the office.

THE ACCOMMODATIONS.

The hotel will accommodate about 600 guests. Those who stop here will find the rest, comfort and attention which they seek in going from city to country, and every facility will be afforded them for seeing and enjoying the rare scenery and varied amusements of the river and islands. No employes will be retained in the establishment who prove to be incompetent, negligent or discourteous. Families and parties can be accommodated with desirable suites of rooms at reasonable prices, with private dining-rooms if desired. Invalids can have fires in their rooms, when wanted, and whatever else the hotel can provide in the way of special comforts and attention. All guests will not only be well cared for, but liberally dealt with.

REFITTED AND FURNISHED.

The Thousand Island House has been refitted and furnished for the season of 1874, and will open June 1st. Among the attractions added is a first-class bowling alley, a large and commodious barn, baths, and croquet grounds, while two hundred and fifty hair mattresses have been added to the beds. The grounds have been graded and put in complete order, and a beautiful fountain is sending forth its cooling spray in front of the main entrance. Mr. Henry Pulley, of the Metropolitan hotel, New York, has charge of the dining-room, with a corps of 36 waiters from Charleston, S. C., who will be found both efficient and obliging.

THE PROPRIETORS.

The proprietors of the Thousand Island House bring with them peculiar fitness for its good management: one by long and successful experience as a landlord in first-class hotels, and the other by large and varied business dealings, which have

given him an extensive and intimate acquaintance with men and things. The public may expect much of them, and will not be disappointed. All communications in reference to rooms, terms, etc.,

Address,

STAPLES & NOTT,

Alexandria Bay, N. Y.

OTHER ACCOMMODATIONS.

The means for entertaining visitors have been still further increased by the proprietors of the Crossman and St. Lawrence hotels, who have added new buildings to their old ones since the close of last season.

HOW TO GET TO ALEXANDRIA BAY.

It remains for us to point out the routes and conveyances by which Alexandria Bay may be reached. It is located on the south bank of the river, 30 miles from Cape Vincent and 36 miles from Ogdensburg, both northern termini of the Rome, Watertown and Ogdensburgh Railroad; one of the best built, equipped and managed roads in the whole country, with smooth road-bed, sumptuous cars and careful employes. Few railroads have been so free from accidents, and no other railroad company is more careful of the comfort and safety of its passengers. Nor has the road ever been better managed than it is now, with Marcellus Massey as President, and J. W. Moak as Superintendent. The steamer J. H. Kelley, Capt. George Sweet, connects twice a day with the trains of the R. W. and O. R.R. (furnished with Pullman palace cars) at Cape Vincent, making two daily trips each way between there and the Bay. This is the best route for all who seek the islands via the New York Central R. R. Persons may take the sleeping car or the 6 p. m. train in New York and breakfast in Watertown, and one hour's ride by rail to Cape Vincent and a delightful ride of three hours on the St. Lawrence, brings them to the Bay in time for an early dinner. The Oswego division of the R. W. and O. R. R. connects with the main line at Richland, and the Syracuse Northern connects it with Syracuse at Sandy Creek Junction.

At Ogdensburg, also the terminus of the Northern Railroad, which connects with the Vermont Central, the Northern Trans-

portation Co. & V. C. line of steamers start twice a day (6 p. m. and 10 p. m.) up the river, stopping at the Bay.

One of the Canadian Mail line of steamers leaves Toronto at 10 o'clock every morning except Sunday, for Montreal, stopping at Kingston, Clayton, Alexandria Bay, Brockville, Ogdensburg, and ports beyond. These boats leave the Bay at 8 a. m. and arrive in Montreal at 6 p. m.

The Utica and Black River Railroad has been extended to Theresa, 12 miles from the Bay, and stages connecting with the trains run between the two places. Passengers on their way to the islands can stop at Theresa and enjoy the beauties and sporting pleasures of Indian river and neighboring lakes. Here they can find excellent hotel accommodation at the Getman House. Parties wishing drafts or checks cashed, will find Geo. Yost a most genial and obliging banker, at Theresa, N. Y.

Canadian comers can choose between the river boats and the Grand Trunk Railroad, which hugs the Canadian shore.

NORTHERN TRANSPORTATION CO.'S STEAMERS.

NAME.	COMMANDERS.
Brooklyn	Harvey Brown
Empire.....	Ed. White
City New York.....	L. H. Waterbury
Maine.....	J. H. McCormick
Nashua.	John Landfair
Lawrence.....	Abner Reed
Cleveland.....	James Connors
City Concord.....	Charles Ely
Lowell.....	H. Bailey
Granite State.....	Wm. Garden
St. Albans.....	J. J. Knapp
City Toledo.....	D. H. Davis
Milwaukee.....	Wm. Leonard
Champlain.....	A. C. Chapman
Garden City.....	Alva Shaver
Oswegatchie.. ..	Ira Bishop
Buckeye.....	Chas. Christy

THE THOUSAND ISLANDS.

BY HON. CALED LYON.

The Thousand Isles, the Thousand Isles,
Dimpled the wave around them smiles,
Kissed by a thousand red-lipped flowers,
Gemmed by a thousand emerald bowers,
A thousand birds their praises wake,
By rocky glade and plummy brake,
A thousand cedars' fragrant shade
Falls where the Indians' children played;
And fancy's dream my heart beguiles
While singing thee, the Thousand Isles.

No Vestal Virgin guards their groves,
No Cupid breathes of Cyprian loves,
No Satyr's form at eve is seen,
No Dryad peeps the trees between,
No Venus rises from their shore,
No loved Adonis, red with gore,
No pale Endymion wooed to sleep,
No brave Leander breasts their deep,
No Ganymede, no Pleiades—
Theirs are a New World's memories.

The flag of France first o'er them hung,
The mass was said, the vespers sung,
The freres of Jesus hailed the strands,
As blessed Virgin Mary's lands,
And red men mutely heard, surprised,
Their heathen names all christianized.
Next floated a banner with cross and crown,
'Twas Freedom's eagle plucked it down,
Retaining its pure and crimson dyes
With the stars of their own, their native skies.

There St. Lawrence gentlest flows,
There the south wind softest blows,
There the lilies whitest bloom,
There the birch hath leafiest gloom,
There the red deer feed in spring,
There doth glitter wood-duck's wing,

There leap the muscalonge at morn,
 There the loon's night song is borne,
 There is the fisherman's paradise,
 With trolling skiff at red sunrise.

The Thousand Isles, the Thousand Isles,
 Their charm from every care beguiles;
 Titian alone hath grace to paint
 The triumph of their patron saint,
 Whose waves return on memory's tide,
 LaSalle and Piquet side by side.
 Proud Frontenac and bold Champlain
 There act their wanderings o'er again;
 And while their golden sunlight smiles,
 Pilgrims shall greet thee, Thousands Isles!

BUILDERS OF THE THOUSAND ISLAND HOUSE.

Owners and Managers—O. G. Staples and C. A. Nott, Watertown, N. Y.

Architect—Fred W. Brown, Albany, N. Y.

Mason—Charles Englehart, Watertown, N. Y.

Carpenters—Noah Dillenbeck, Antwerp, N. Y.; Wm. Port, Watertown, N. Y.

Tinners—Woolsey & Benedict, Syracuse, N. Y.

Gas Fitter and Plumber—Alfred Tily, Syracuse, N. Y.

Slate Roofing—W. G. Hitchcock & Son, Syracuse, N. Y.

Stairs—S. B. Van Duzee & Co., Gouverneur, N. Y.

Ornamental Iron Works—W. D. Wilson, Watertown, N. Y.

Carpets—A. T. Stewart & Co., New York.

Furniture—J. C. Hayden & Co., Rochester, N. Y.

Gas Fixtures—Tucker Manufacturing Co., New York.

Crockery—Hopson & Shepard, Utica, N. Y.

Silver Ware—West Meridian Silver Co., Thos. Chalmers and Son, New York.

Excursion Season of 1874.

Rome, Watertown & Ogdensburg R. R.

The **BEST, QUICKEST** and **ONLY**
DIRECT ROUTE TO

CLAYTON AND ALEXANDRIA BAY

AND THE

SPLENDID FISHING GROUNDS

AMONG THE

THOUSAND ISLANDS

OF THE

RIVER ST. LAWRENCE.

This is the only all Rail Route to the St. Lawrence River by which Tourists and Excursionists can have a view of all of the Thousand Islands from the foot of Lake Ontario, and avoid the tedious and uncomfortable lake trip from Lewiston, Toronto and Oswego. Also the very unpleasant transfer of two miles from the Grand Trunk Railway Station at Kingston to the Steamboat Landing at a very unseasonable hour in the morning.

The Steamer J. H. KELLY has been thoroughly overhauled, and refitted, and partly refurnished, which during the Summer Season, will make two trips daily (Sundays excepted) between Alexandria Bay, Clayton and Cape Vincent, connecting with Express Trains of this Road to and from Cape Vincent. Arrangements have been made, commencing July 1st, to run Palace Drawing-Room Cars between Albany and Cape Vincent via Rome. Also between Niagara Falls and Cape Vincent via Syracuse Northern Railroad, without change. Tourists and Pleasure Seekers can leave New York at 6:00 P. M., in through Sleeping Car (breakfast at Watertown)

and arrive at Clayton about 10:30 A. M., and Alexandria Bay for an early dinner. Also, leave Albany by Day Express about 9:00 A. M., in through Drawing-Room Car, and Niagara Falls by Special Day Express at 7:30 A. M., via N. Y. C. & H. R. R. R., in through Drawing-Room Car, arriving at Cape Vincent from Albany, Saratoga, Niagara Falls and intermediate points, about 5:00 P. M., Clayton 7:00 P. M., Alexandria Bay 8:00 P. M., and those who desire can resume their trip the following morning, on one of the Royal Mail Line of Steamers through to Montreal, which leaves Clayton about 7:00 A. M., and Alexandria Bay 8:00 A. M.

This Company offers to pleasure travel, via the St. Lawrence River, advantages and comforts superior to any other route, and by which persons can have a view of all of the Thousand Islands, and enjoy a delightful sail on Steamer Kelly from Cape Vincent to Clayton and Alexandria Bay. This Road is equipped with new and elegant Day Coaches and Drawing-Room Cars, with the most improved and best car couplings and patent platforms, which combined with its Perfect Track enables the Company to run all their trains at a high rate of speed with perfect safety, which fact, with the shortness of the Line guarantees the arrival of passengers at their destination much sooner than can be attained over any other Railway.

Excursion Tickets to Clayton and Alexandria Bay and return. Also, Tickets to Montreal Quebec and White Mountains, and Round Trip Tickets via Montreal, Lake Champlain Lake George and Saratoga, &c., &c., can be obtained at all the principal offices and hotels in New York. Also at Philadelphia, Pa., Albany, Troy, Saratoga, Richfield Springs, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and all the Principal Stations of the N. Y. C. & H. R. R. R.. The Syracuse Northern R. R. from Syracuse, makes direct connections with the Express Trains of this Company at Sandy Creek Junction. Pleasure Seekers and Fishing Parties will save time and money by securing tickets by this short and only direct route to the St. Lawrence River and Thousand Islands via Cape Vincent.

H. T. FRARY,
Gen'l Ticket Agt.

J. W. MOAK,
Gen'l Supt.

SUMMER OF 1874.

Syracuse Northern Railroad

THE ONLY

DIRECT ROUTE FROM THE WEST

To Alexandria Bay, Clayton, The Thousand Islands,
AND MONTREAL.

Pleasure parties and tourists, who wish to avoid the disagreeable trip on Lake Ontario, and to enjoy the beauties of the St. Lawrence River, should take this route—making the WHOLE length of the river to Montreal by DAYLIGHT. Passengers can take the early morning train from Niagara Falls or Buffalo, to Syracuse, (dining there,) and make close connections with the S. N. and R. W. & O. R. R.'s to Cape Vincent, there connecting with steamer for Alexandria Bay—giving tourists an opportunity to pass the night on shore, and resume their trip to Montreal at their leisure, via Royal Mail Line of Steamers, which leave Alexandria Bay daily at 8 A. M.

Drawing Room Cars are run daily via this route, between Niagara Falls and Cape Vincent.

Tickets via this favorite line on sale at all principal offices, in the west and southwest, and on the line of the N. Y. C. and H. R. R. west of Syracuse.

Be sure and purchase tickets via this route, and save time and money.

Excursion Tickets to Alexandria Bay and return, on sale at reduced rates.

C. B. MORSE, Sup't, Syracuse, N. Y.
R. D. W. MANN, Gen'l Pass. Ag't, Syracuse, N. Y.



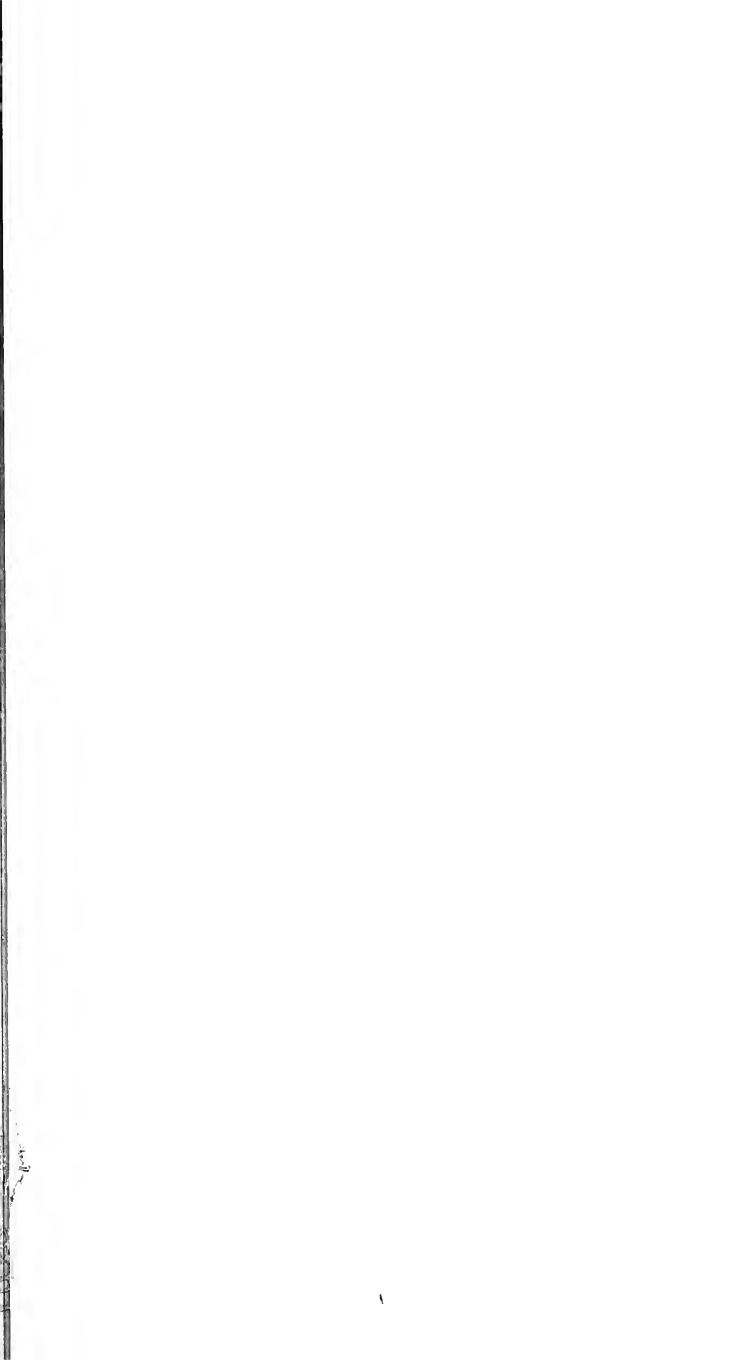
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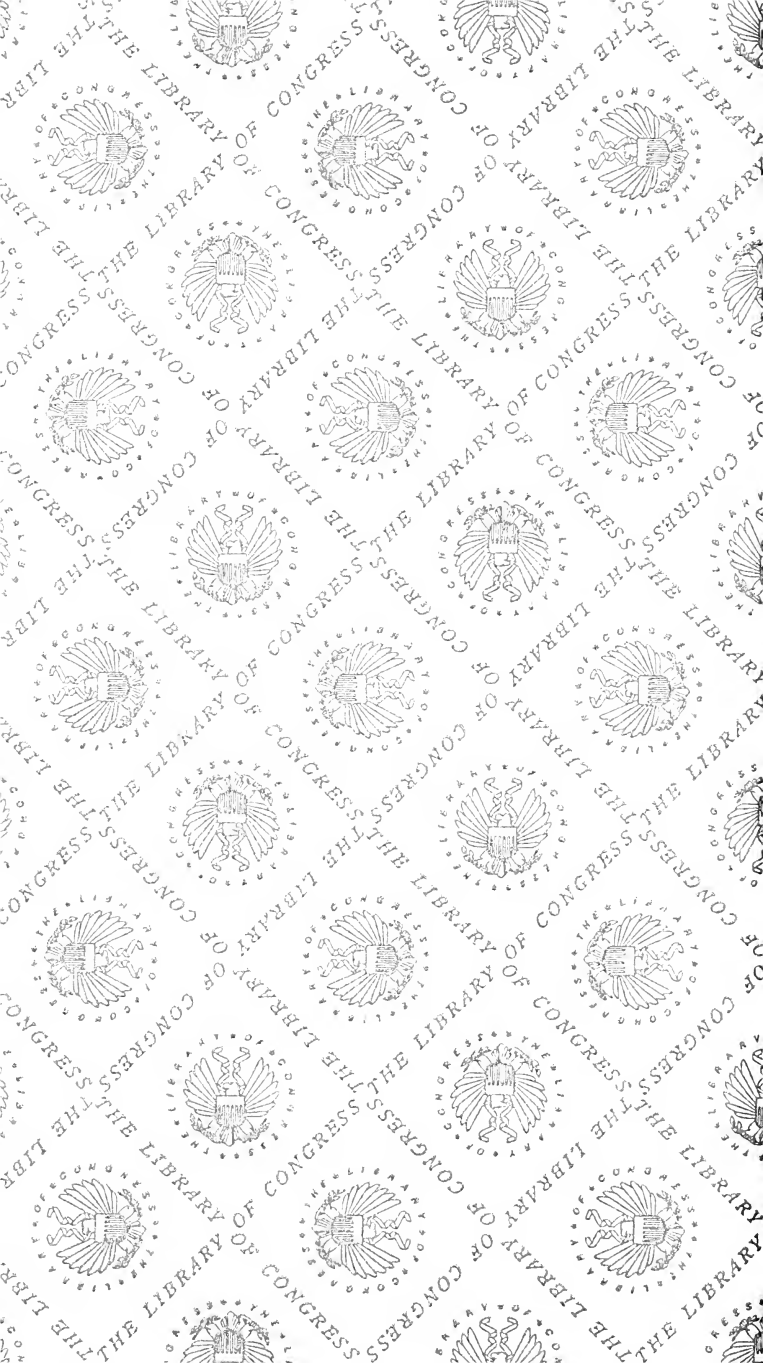
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